

PART: Government Procurements

SUBPART: SERVICES

CLASSCOD: B-- Special Studies and Analysis – Not R&D – Potential Sources Sought.

OFFADD: U.S. Army Aviation and Missile Command, Attn: AMSAM-DSA-AS,

Building 5809, Sparkman Complex, Redstone Arsenal, AL 35898.

SUBJECT: Leased Aircraft and B – UH – 1 Table of Allowance (TDA) Outsourcing Sources Sought Synopsis.

SOL N/A

DUE 04172000

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The purpose of this Sources Sought Synopsis (SSS) is to announce that U. S. Army Aviation and Missile Command (AMCOM) is soliciting potential contractor capability and pricing information to support a study investigating options for providing fixed-wing and light to medium helicopter aircraft support for U. S. Army Kwajalein Atoll. The intent of the program is to replace five military UH-1H helicopters in Table of Distribution and Allowance (TDA) force structure positions, and the three leased DeHavilland DHC-7 aircraft with civilian contracted aircraft. Our specific objective is to collect data to investigate the financial and materiel feasibility of outsourcing the aircraft by civilian firms in preparations for potential outsourcing contracts. The contemplated effort is a 2-5 year contract. This SSS is an expression of interest only and does not commit the Government to the obligation of funds. Organizations submitting data may be invited to submit full technical and cost proposals in the future. No contract will be awarded as a result of this market survey, which is for information purposes only. The responses to this SSS will be reviewed by government and Programmatic and Technical Support (PATs) contractor personnel. The following are criteria of interest:

The Department of Defense (DOD), as the customer of airlift services, expects an air carrier to meet safety, operational, and maintenance standards established by the applicable Civil Aviation Agency Regulations (CARS). Accordingly and as required by US Public Law 99-661, the DOD has established a set of air carrier quality and safety requirements that reflect the type programs and practices the DOD seeks from air carriers or operators airlifting DOD resources. If SMDC, and/or other applicable DOD customers proceeds to a contract, a DOD survey team will use the following requirements; the specifics of the applicable DOD contract or agreement; the CARS; experienced judgment of DOD personnel to evaluate an air carrier's capability to perform for the DOD; areas of inspection are prior experience (12 months of like services), air carrier management, operations (flight safety, flight operations, flight crew hiring, aircrew training, captain upgrade training, aircrew scheduling, in-flight performance, operational control/support, and DOD charter procedures), maintenance (maintenance personnel, quality assurance, maintenance inspection activity, maintenance training, maintenance facilities), security, and equipment (must meet DOD and Air Mobility Command requirements).

The vendor is required to be United States Federal Aviation Administration (FAA) certified. All aircraft must be listed on Air Carrier's Certificate, and flight crews must be trained, qualified, and scheduled in accordance with Federal Aviation Regulation (FAR

Part 135) rules. This applies even when the contracted operations fall under FAR Part 91, or other FAR. In addition, air carriers shall comply with the following: Pilots responsible for computing and documenting the weight and balance. Companies responsible to maintain 30 days of documentation for all DOD flights to demonstrate compliance with the flight locating requirements of FAR 135.79. Single-engine aircraft shall be limited to flight during daylight hours and under Visual Flight Rules (VFR) conditions only.

Aircrew Requirements: A pilot-in-command (PIC) and second-in-command (SIC) must be used for all fixed-wing, whole-plane charters and aircraft certified for two-pilot crew, or having seating configuration for ten or more passengers. Also, when the aircraft is operated under Instrumental Flight Rules (IFR), PIC and SIC must have 250 hours of combined experience in their respective positions in the type of aircraft being operated. PIC's SIC time does not count towards the 250 hour requirement. The PIC must have 1500 hours total pilot time and have logged 100 hours PIC time in the past 12 months. The PIC must have at least 10 takeoffs and 10 landings, and 50 hours in the type and model aircraft being operated. The PIC will hold an Airline Transport Pilot (ATP) rating for any FAA Part 135-operations requiring ATP rated pilots. The PIC and SIC shall be IFR qualified i.e., both shall hold a commercial instrument rating for all DOD flights regardless of the weather or type of flight plan filed. Both Pilots shall meet the currency requirements of FAR 135.247. The PIC shall have a current FAR 135.293 instrument proficiency check and a current FAR Part 135.293 competency check. The SIC shall have a current FAR 135.293 competency check to include as a minimum one precision approach, one non-precision approach, and one missed approach. The SIC must meet the instrument currency requirements of FAR 61.57c. The SIC must take the instrument check for the type of aircraft assigned, and if assigned more than one aircraft, the SIC will be given alternately checks between the types of aircraft.

Aircraft: Meet IFR performance requirements of FAR 135.181. The aircraft will be turbine powered if more than nine passengers are carried. The aircraft will be maintained in a good state of repair. Each aircraft will have a complete set of aeronautical charts, and approach plates (for each required pilot) covering the area of operations. The aircraft will have first-aid kit and emergency equipment, accessible to the passengers and appropriate to the environment of operations. Each aircraft will have approved life preservers for over-water flights and helicopters will have emergency flotation gear (pop-out) or standard flotation gear (fixed floats) in accordance with FAR Part 91.205b(12). Aircraft operated single pilot will possess a directional gyro, artificial horizon, rate of turn indicator, vertical speed indicator, one type of FAA-approved navigation equipment such as an automatic direction finder (ADF) receiver system, with ADF indicator; VOR; GPS/Loran, etc., one ATC transponder, an emergency locator transmitter (ELT), at least one Very High Frequency (VHF) receiver and transmitter. Aircraft operated with two pilots shall be equipped for IFR operations and possess two independent navigation systems suitable for the location served. At least one navigation system will include VOR/DME capability, dual VHF receivers and transmitters, capability to perform a precision approach other than a GCA, a transponder, and emergency procedures checklist. The SIC position must include the ability to manipulate all primary and auxiliary flight controls, lift/drag devices, landing gear, airspeed indicator, altimeter,

artificial horizon, gyroscopic direction indicator or equivalent, and an independent navigation system.

The following items are the contractor's responsibility: Crew certification; aircraft certification; crew payment; aircraft and business insurance; maintenance; maintenance facilities; aircrew equipment and uniforms; aircrew and maintenance training; and aircraft facilities. Requirements for unique military training to execute unique missions will be addressed on a case-by-case basis.

Place: The United States Army Kwajalein Atoll (USAKA) (including Kwajalein Missile Range), Republic of the Marshall Islands (RMI).

Aircraft currently supporting USAKA: 3 Leased DeHavilland DHC-7s / 5 government – owned, contractor operated UH-1Hs.

Mission Statement: Provides aviation support to the USAKA missions within the Kwajalein Atoll. Support includes fixed- and rotary-wing aviation support, moving personnel and cargo, to include mail, in support of outer island activities within the Kwajalein Atoll, aerial surveillance, weather reconnaissance, medical evacuations, photographic support, VIP transport, search and rescue (SAR) operations, training flights, and general aviation missions. All missions will have the requirement for over-water flight and aircraft will be equipped with the Emergency Inflatable Flotation System. VIP missions requirements: Flights of 6-8 personnel consisting of General Officers, Congressional Members, Foreign Military and Civilian VIPs.

Range Support. Aircraft must have capability to fly over water; night missions and fixed wing aircraft will also have an all weather capability. Fixed wing flights, occasionally, outside the vicinity of Kwajalein Atoll to include Wake Island with approximately 20 passengers.

Hours requested per month, three possible tiers of service:

- (1) Current level of transportation support. Average flight hours per month: DHC-7, or comparable – 135 total flight hours, or 45 flight hours per aircraft per month / UH-1H, or comparable – 100 total flight hours per month, or 20 flight hours per aircraft per month.
- (2) Mid-range level of transportation support. Average flight hours per month: DHC-7, or comparable – 75 total flight hours / UH-1H, or comparable – 60 total flight hours per month, or 20 flight hours per aircraft per month.
- (3) Low-range level of transportation support. 20-25 passenger fixed wing aircraft service, three round trip flights per week, Kwajalein to Roi-Namur / 5-6 passenger rotary wing service, – 40 total flight hours per month (2 or 3 aircraft).

Availability: General Aviation Missions will be executed within 8 hours of notifications. VIP Missions and range missions will be executed within 6 hour of notification. Time sensitive missions like Medevac and SAR during high-risk periods may require air on strip alert and/or on-call on a 24-hour basis. SAR for fixed wing within 200 Nautical Miles of the Kwajalein Atoll.

Cost Estimates Requested. Request vendors provide cost estimates to execute missions described above with facilities GFE and non-GFE. Submission will include cost of executing the above support for 2, 3, 4, and 5 year periods.

Interested/qualified business sources that can provide the requirements in accordance with the description above are invited to submit information on their capabilities and standard pricing as these relate to the above requirements . Submissions may be made for fixed wing support, rotary wing support, or both. This is an SSS only.

Submission Requirements: Organizations are requested to submit data in an 8.5 inches x 11 inches spiral bound notebook with table of contents. Company name and logo on cover with primary point of contact. The notebook data should, as a minimum, include: brief description of corporate capability to provide safe flight services per stated requirements, company name, address, mailing address, phones, fax, and email.

WHEN AND WHERE TO SUBMIT: For technical issues in reference to this SSS, please send questions to: KwajaleinSSS.ideas@uh.redstone.army.mil. Responses to questions will be posted on the Kwajalein SSS section of the web site <http://utility-helicopters.redstone.army.mil>. Interested sources are requested to submit a package no later than 3:00 p.m. local time on 17 April 2000 to the following address: U. S. Army Aviation and Missile Command, AMSAM-AC-SA-H, Bldg, 4488, Attn. John Kilpatrick, Redstone Arsenal, AL 35898-5000 or electronically to the address above. This SSS is a data call only. The Government will not pay for any materials provided to it in response to this synopsis and submittals will not be returned to the sender.